

NOTE: If you own a 1985 or later model, first check the Supplement at the back of the book for any new service information.

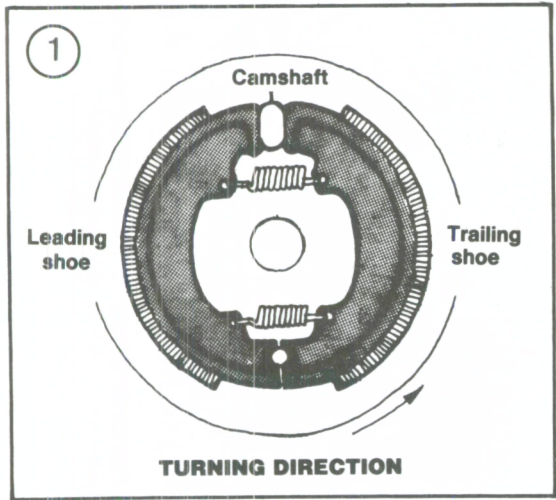
CHAPTER NINE

BRAKES

Both the front (if so equipped) and rear brakes are drum type. **Figure 1** illustrates the major components of the brake assembly. Activating the brake hand lever or foot pedal pulls the cable and/or rod which in turn rotates the camshaft. This forces the brake shoes out into contact with the brake drum. The rear brake can be activated either by the lever on the left-hand side of the handlebar or by a foot pedal.

All models except the ATC70 are equipped with a parking brake. This is the rear brake that is activated by the hand lever. Pulling the brake lever on all the way and flipping the lock into position will hold the rear brake on.

Lever and pedal free play must be maintained on both brakes to minimize brake drag and premature brake wear and maximize braking effectiveness. Refer to Chapter Three for complete adjustment procedures.



Both front and rear brake cables must be inspected and replaced periodically as they will stretch with use until they can no longer be properly adjusted.

Table 1 is at the end of this chapter.

FRONT BRAKE

Disassembly

Refer to **Figure 2** for this procedure.

1. Remove the front wheel as described in Chapter Eight.
2. Pull the brake assembly straight up and out of the brake drum.
3. Remove the brake shoes from the backing plate by firmly pulling up on the center of each shoe.

NOTE

Place a clean shop rag on the linings to protect them from oil and grease during removal.

4. Remove the return springs and separate the shoes.
5. Loosen the bolt (**Figure 3**) securing the brake lever to the cam.
6. From the outside surface of the brake panel, remove the lever, wear indicator and cam outer dust seal from the camshaft.
7. From the inside surface of the brake panel, remove the return spring and withdraw the camshaft and washer.

Inspection

1. Thoroughly clean and dry all parts except the linings.
2. Check the contact surface of the drum (**Figure 4**) for scoring. If there are grooves deep enough to snag a fingernail, the drum should be turned and

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